

U.S. Department  
of Transportation

United States  
Coast Guard



Commandant  
United States Coast Guard

Washington, D.C. 20593-0001  
Staff Symbol: G-MER-3  
Phone: (202) 267-0419

**STATEMENT OF REAR ADMIRAL J. WILLIAM KIME**  
**U.S. COAST GUARD**  
**BEFORE THE**  
**SUBCOMMITTEES ON COAST GUARD AND NAVIGATION AND**  
**FISHERIES AND WILDLIFE CONSERVATION AND THE ENVIRONMENT**  
**COMMITTEE ON MERCHANT MARINE AND FISHERIES**  
**U.S. HOUSE OF REPRESENTATIVES**  
**JULY 23, 1987**



**Rear Admiral J. William Kime  
Chief, Office of Marine Safety,  
Security and Environmental Protection  
United States Coast Guard**



Rear Admiral John William Kime became Chief, Office of Marine Safety, Security and Environmental Protection in Washington, in 1986. This office resulted from combining the Offices of Merchant Marine Safety and Marine Environment and Systems, each of which RADM Kime had previously headed.

RADM Kime was graduated from Baltimore City College in 1951 and the U.S. Coast Guard Academy in 1957. He received a Master of Science degree in naval architecture and marine engineering and the professional degree of naval engineer from Massachusetts Institute of Technology in Cambridge (1964).

RADM Kime served in deck and engineering assignments on board the Coast Guard Cutter *CASCO* before assuming command of Loran Station Wake Island in 1960. He served at Coast Guard Headquarters in the Merchant Marine Technical and Naval Engineering Divisions and afloat in Boston, as the first engineering officer aboard Coast Guard Cutter *BOUTWELL*.

While at Headquarters, he served as the principal U.S. Negotiator at the International Maritime Organization (IMO) in London, during the drafting of the IMO Code for Liquefied Gas Ships and was in charge of the structural design of the polar star class Coast Guard icebreakers.

In 1977, RADM Kime was a distinguished graduate of the Industrial College of the Armed Forces and was assigned to Coast Guard Headquarters as Assistant Chief of the Merchant Marine Technical Division, and both general coordinator and member of the U.S. Delegation to the International Conference on Tanker Safety and Pollution Prevention (TSPP) in London, in 1978.

RADM Kime assumed duty as Commanding Officer, Marine Safety Office, Baltimore, in 1978. He was assigned to Coast Guard Headquarters in 1981 as Deputy Chief of the Office of Marine Environment and Systems and was Chief, Operations Division of the Seventh Coast Guard District, Miami, from 1982 until 1984 where his duties included daily direction of Coast Guard drug and illegal migrant interdiction in the Caribbean. RADM Kime has headed the U.S. delegation to the IMO Maritime Safety Committee and Marine Environment Protection Committee.

He is a Registered Professional Engineer, member of Tau Beta Pi, Sigma XI, ASME, ASNE and SNAME. His decorations include the Defense Superior Service Medal, five Meritorious Service Medals with operational distinguishing device, the Commendation Medal, the Achievement Medal, three Commandant's Letter of Commendation Ribbons with operational distinguishing device, two Unit Citations with operational distinguishing device and the Meritorious Unit Citation.

RADM Kime, a Greensboro, N.C., native, is married to the former Valerie Jean Hiddlestone of Pontardulais, South Wales.



GOOD MORNING, MR. CHAIRMEN:

I AM REAR ADMIRAL J. WILLIAM KIME, CHIEF OF THE COAST GUARD'S OFFICE OF MARINE SAFETY, SECURITY AND ENVIRONMENTAL PROTECTION AT COAST GUARD HEADQUARTERS, WASHINGTON, D.C. IT IS A PLEASURE FOR ME TO APPEAR BEFORE YOU TODAY TO DISCUSS THE COAST GUARD'S VIEWS ON THE ENFORCEMENT ASPECTS OF H.R. 940, THE PLASTIC POLLUTION RESEARCH AND CONTROL ACT, AND TO HIGHLIGHT THE RELEVANT PROVISIONS OF THE ADMINISTRATION'S LEGISLATIVE PROPOSAL TO IMPLEMENT ANNEX V OF THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS REVISED BY THE 1978 PROTOCOL RELATING THERETO (MARPOL 73/78) THROUGH APPROPRIATE AMENDMENTS TO THE ACT TO PREVENT POLLUTION FROM SHIPS (APPS), 33 U.S.C. 1901 ET SEQ. I BELIEVE THE LEGISLATION WE HAVE PREPARED WOULD ACCOMPLISH THE INTENT OF H.R. 940 AS WELL AS ENCOURAGING BROAD ADOPTION OF ANNEX V OF MARPOL 73/78 AND ENHANCING ITS INTERNATIONAL ENFORCEMENT.

MR. CHAIRMEN, OUR PROPOSAL WOULD DIVIDE THE SHIPS SUBJECT TO ANNEX V INTO THREE CATEGORIES. THESE ARE: SHIPS OPERATING UNDER THE AUTHORITY OF THE UNITED STATES, SHIPS OPERATING UNDER THE AUTHORITY OF FOREIGN COUNTRIES WHICH ARE PARTIES TO ANNEX V, AND SHIPS OPERATING UNDER THE AUTHORITY OF FOREIGN COUNTRIES WHICH ARE NOT PARTIES TO ANNEX V. IN SO FAR AS U.S. AND OTHER ANNEX V PARTIES ARE CONCERNED, OUR PROPOSAL FOLLOWS THE PATTERN EMPLOYED BY APPS. U.S. SHIPS WOULD BE SUBJECT TO ANNEX V REQUIREMENTS AND THE ACT'S ENFORCEMENT PROCEDURES WHEREVER THOSE SHIPS ARE LOCATED.

SHIPS OF COUNTRIES WHICH ARE PARTY TO ANNEX V WOULD BE SUBJECT TO ANNEX V REQUIREMENTS AND THE ACT'S ENFORCEMENT PROCEDURES ONLY WHILE WITHIN THE NAVIGABLE WATERS OF THE U.S. BEYOND THE TERRITORIAL SEA (3 MILE LIMIT) PROVISION IS MADE FOR FORWARDING EVIDENCE OF VIOLATIONS OF ANNEX V, WHEREVER THOSE VIOLATIONS OCCUR, TO THE RESPECTIVE FLAG STATES FOR PROSECUTION.

SHIPS OF COUNTRIES WHICH ARE NOT PARTY TO ANNEX V WOULD BE SUBJECT TO REGULATIONS CONFORMING TO AND GIVING EFFECT TO ANNEX V REQUIREMENTS WHILE THEY ARE IN THE NAVIGABLE WATERS OF THE UNITED STATES OR THE U.S. EXCLUSIVE ECONOMIC ZONE; AND THEY WOULD BE SUBJECT TO THE ACT'S ENFORCEMENT PROCEDURES, CONSISTENT WITH CUSTOMARY INTERNATIONAL LAW, WHEN THEY VIOLATE THOSE REGULATIONS.

AS YOU MAY SEE, THE OVERALL APPROACH OF OUR PROPOSAL IS VERY SIMILAR TO THAT TAKEN BY H.R. 940. THE DISTINCTION LIES IN THE TREATMENT ACCORDED TO SHIPS OF FOREIGN COUNTRIES WHICH ARE PARTIES TO ANNEX V. FOR SHIPS OF THOSE COUNTRIES, OUR PROPOSAL WOULD PLACE PRIMARY RELIANCE ON THE PORT STATE/FLAG STATE APPLICATION AND ENFORCEMENT REGIME WHICH HAS PROVEN SO EFFECTIVE IN THE FOLLOWING AREAS:

- OBTAINING BROAD, INTERNATIONAL ACCEPTANCE OF MARPOL 73/78;
- OBTAINING PROMPT, BROAD AGREEMENT ON U.S. SPONSORED AND SUPPORTED MEASURES TO IMPROVE ANNEXES I AND II OF MARPOL 73/78 COVERING POLLUTION BY OIL AND NOXIOUS LIQUID SUBSTANCES CARRIED IN BULK FROM SHIPS, RESPECTIVELY;
- OBTAINING A VERY HIGH DEGREE OF WORLDWIDE COMPLIANCE WITH ANNEX I AND
- OBTAINING MEANINGFUL PENALTIES FOR VIOLATIONS OF ANNEX I REQUIREMENTS WHEN THEY OCCUR.

IN SHORT, MR. CHAIRMEN, THE MARPOL 73/78 PORT STATE/FLAG STATE APPLICATION AND ENFORCEMENT REGIME IS WORKING WELL. WE ARE SERIOUSLY CONCERNED THAT UNITED STATES APPLICATION OF THE ANNEX V REGIME TO THE EXCLUSIVE ECONOMIC ZONE, IN REGARD TO OTHER PARTIES, WOULD BE COUNTER PRODUCTIVE. SUCH EXTENSION COULD DETER BROAD, GLOBAL ACCEPTANCE; ENTRY INTO FORCE; ENFORCEMENT AND SUBSEQUENT IMPROVEMENT OF THE ANNEX V REGIME.

LET ME EXPLAIN.

MR. CHAIRMEN, THE PORT STATE/FLAG STATE ENFORCEMENT MECHANISM IN MARPOL 73/78 HAS BEEN IN PLACE SINCE THE CONVENTION'S INCEPTION BACK IN 1973. AS I STATED PREVIOUSLY, THE U.S HAS MADE USE OF THIS MECHANISM FOR APPLICATION OF THE PROVISIONS OF THE MANDATORY ANNEXES I AND II. AS YOU KNOW, TO DATE THESE ARE THE ONLY TWO MARPOL 73/78 ANNEXES WHICH HAVE ENTERED INTO FORCE INTERNATIONALLY.

THE U.S. HAS ALSO MADE A NUMBER OF RECOMMENDATIONS OVER THE FOURTEEN YEAR PERIOD SINCE THE MARPOL CONVENTION WAS ADOPTED, PROPOSING SUBSTANTIAL IMPROVEMENTS TO ANNEXES I, II, III AND V OF MARPOL 73/78; AND IN MOST OF THESE CASES, WE HAVE BEEN EXTREMELY SUCCESSFUL IN GAINING INTERNATIONAL APPROVAL. I MENTION THESE ACTIONS BECAUSE THEY ARE ALL EXAMPLES OF THE SUCCESSFUL U.S. EFFORT AT THE INTERNATIONAL MARITIME ORGANIZATION (IMO) TO ESTABLISH GLOBAL MARINE POLLUTION STANDARDS UTILIZING BROADLY ACCEPTED INTERNATIONAL MECHANISMS TO ACHIEVE DESIRED IMPROVEMENTS TO MARPOL 73/78. TO EXTEND OUR JURISDICTION NOW COULD RESULT IN A SERIOUS SETBACK TO OUR EFFORTS WITH, WE STRONGLY BELIEVE, NO INCREASE IN THE LEVEL OF COMPLIANCE WITH THE PROVISIONS OF ANNEX V.

WE HAVE, AS I INDICATED AT THE PREVIOUS HEARING, EXPERIENCED VERY HIGH COMPLIANCE RATES FOR THE ANNEX I PROVISIONS OF MARPOL 73/78 AS IDENTIFIED THROUGH OUR VESSEL BOARDING ENFORCEMENT PROGRAM. THE MOST RECENT DATA AVAILABLE COVERING THE 1985 CALENDAR YEAR SHOWS A BETTER THAN 98% COMPLIANCE RATE AS COMPARED TO 95% FOR THE PREVIOUS YEAR. OTHER GOVERNMENTS HAVE REPORTED SIMILAR COMPLIANCE RATES (i.e., JAPAN - 100%, UNITED KINGDOM - 96%, FEDERAL REPUBLIC OF GERMANY - 90%, AND NORWAY - 97%). TO PUT THESE RESULTS IN A BETTER PERSPECTIVE, IT MUST BE REMEMBERED THAT ANNEX I HAS ONLY BEEN IN FORCE SINCE OCTOBER 2, 1983. FURTHERMORE, FOR CASES INVOLVING ALLEGED VIOLATIONS REPORTED BY THE U.S. TO THE FLAG STATE IN WHICH SUFFICIENT EVIDENCE WAS PRESENT, MEANINGFUL PENALTIES WERE LEVIED BY THE FLAG STATE. ALTHOUGH IT IS TOO EARLY TO GENERATE SPECIFIC COMPLIANCE DATA FOR ANNEX II OF MARPOL 73/78, WHICH JUST ENTERED INTO FORCE ON APRIL 6, 1987, PRELIMINARY INDICATIONS ARE VERY FAVORABLE AS WELL.

AS FOR ONGOING ACTIONS, THE U.S. IS CURRENTLY PURSUING SEVERAL MAJOR INITIATIVES INVOLVING ANNEX III OF MARPOL 73/78 COVERING PREVENTION OF POLLUTION BY HARMFUL SUBSTANCES CARRIED BY SEA IN PACKAGED FORMS, AND AS I RELAYED AT THE PREVIOUS HEARING, LEADING THE INTERNATIONAL EFFORT TO DEVELOP INTERNATIONAL GUIDELINES TO ASSIST IN THE EFFECTIVE IMPLEMENTATION AND ENFORCEMENT OF ANNEX V. AGAIN, THE PRINCIPLE ON WHICH THESE INITIATIVES ARE BASED IS THE ESTABLISHMENT OF WORLDWIDE MARINE POLLUTION STANDARDS AND GUIDELINES.

FOR ALL OF THESE REASONS, MR. CHAIRMEN, THE COAST GUARD BELIEVES AS A MATTER OF POLICY THAT IT WOULD BE INAPPROPRIATE AT THIS TIME FOR THE U.S., ON ITS OWN, TO IMPLEMENT COASTAL STATE APPLICATION OF THE ANNEX V BASED REGULATIONS FOR ALL FOREIGN SHIPS OUT TO THE EXCLUSIVE ECONOMIC ZONE. THE

COAST GUARD PREFERS TO IMPLEMENT THE MARPOL 73/78 PORT STATE/FLAG STATE ENFORCEMENT PROVISIONS FOR ANNEX V PARTY SHIPS AND BELIEVES A REASONABLE OPPORTUNITY SHOULD BE PROVIDED TO EVALUATE COMPLIANCE WITH THE ANNEX V PROVISIONS VIA THIS MECHANISM. OUR LEGISLATIVE PROPOSAL WOULD ACCOMPLISH THIS BY AMENDING THE APPS, WHICH ALREADY IMPLEMENTS ANNEXES I AND II OF MARPOL 73/78 AND CONTAINS PROVISIONS FOR PORT STATE/FLAG STATE ENFORCEMENT, TO INCORPORATE ANNEX V.

THE COAST GUARD, HOWEVER, SUPPORTS APPLICATION AND ENFORCEMENT OF ANNEX V PROVISIONS IN ACCORDANCE WITH CUSTOMARY INTERNATIONAL LAW FOR NON-ANNEX V PARTY SHIPS WHILE THEY ARE IN U.S. NAVIGABLE WATERS OR IN THE EXCLUSIVE ECONOMIC ZONE, AND THIS IS ALSO REFLECTED IN OUR LEGISLATIVE PROPOSAL. WE BELIEVE THAT THIS APPROACH WOULD PROVIDE FULL PROTECTION TO THE U.S. COASTLINE AND ADDITIONAL IMPETUS FOR NON-ANNEX V PARTY STATES TO RATIFY ANNEX V. IN THIS REGARD, IT IS OUR VIEW THAT WHEN ANNEX V ENTERS INTO FORCE FOR THE U.S., ITS RELEVANT REGULATIONS CAN BE APPLIED IN THE EXCLUSIVE ECONOMIC ZONE TO NON-ANNEX V PARTY SHIPS AS GENERALLY ACCEPTED INTERNATIONAL STANDARDS.

MR. CHAIRMEN, FOR THIS REASON IT IS ALSO VERY IMPORTANT THAT THE U.S. STATUTORY REGIME IMPLEMENTING ANNEX V BE LINKED TO ANNEX V ENTRY INTO FORCE BEFORE MAKING THE REGULATIONS EFFECTIVE. THE INTERNATIONAL LEGAL REGIME MUST BE IN FORCE FOR APPLICATION AND ENFORCEMENT OF ANNEX V PROVISIONS TO FOREIGN VESSELS. ANNEX V WILL ENTER INTO FORCE TWELVE MONTHS AFTER THE DATE ON WHICH NOT LESS THAN FIFTEEN (15) STATES, REPRESENTING FIFTY (50) PERCENT OF THE GROSS TONNAGE OF THE WORLD' MERCHANT SHIPPING HAVE BECOME PARTIES TO IT. THIS TWELVE MONTH PERIOD IS PROVIDED TO GIVE ADMINISTRATIONS TIME TO DEVELOP AND PROMULGATE REGULATIONS AND TO ENSURE THAT RECEPTION FACILITIES ARE AVAILABLE. CURRENTLY, 27 STATES REPRESENTING 41.86 PERCENT OF THE WORLD'S SHIPPING TONNAGE HAVE RATIFIED IT.

MR. CHAIRMEN, AFTER REVIEWING SECTION 104 OF H.R. 940, I THINK IT IS FAIR TO SAY WE ALL AGREE THAT SUBSTANTIAL PENALTIES FOR VIOLATIONS OF THE ANNEX V REGULATIONS ARE CRITICAL TO ACHIEVING EFFECTIVE ENFORCEMENT. ALTHOUGH SECTION 104 PROVIDES FOR CIVIL PENALTIES EQUIVALENT TO THAT IN THE APPS, WE NOTE IT DOES NOT PROVIDE FOR CRIMINAL PENALTIES. WE BELIEVE THAT, CONSISTENT WITH INTERNATIONAL LAW, WILLFUL VIOLATORS OF ANNEX V SHOULD BE SUBJECT TO THE SAME CRIMINAL PENALTIES (NOT MORE THAN \$50,000 OR 5 YEARS IMPRISONMENT, OR BOTH) THAT ARE CURRENTLY APPLICABLE TO ANNEXES I AND II.

OUR LEGISLATIVE PROPOSAL ALSO INCLUDES THE REQUIREMENT THAT PERSONS IN CHARGE OF PORTS AND TERMINALS PROVIDE GARBAGE RECEPTION FACILITIES AS REQUIRED BY REGULATION; AND THE AUTHORITY TO DENY ENTRY OF A SHIP TO A PORT OR TERMINAL REQUIRED BY REGULATIONS TO PROVIDE THOSE RECEPTION FACILITIES, IF THE PORT OR TERMINAL IS NOT IN COMPLIANCE WITH THOSE REGULATIONS. WE BELIEVE THIS IS NECESSARY TO ENSURE THAT RECEPTION FACILITIES WOULD, IN FACT, BE AVAILABLE AT PORTS OR TERMINALS AS REQUIRED. MR. CHAIRMEN, AS I STATED AT THE JUNE 17 HEARING, NO FEDERAL AGENCY SHOULD BE REQUIRED TO PROVIDE OR ARRANGE FOR THESE RECEPTION FACILITIES, NOR SHOULD THE FEDERAL GOVERNMENT SHOULD THE COST OF AUGMENTING THEM. AT PRESENT THE SECRETARY OF AGRICULTURE REGULATES CERTAIN TYPES OF GARBAGE ENTERING THE U.S., AND REPRESENTATIVES FROM THAT DEPARTMENT HAVE ADVISED THAT THEY ANTICIPATE RECEPTION FACILITY VOIDS BEING FILLED BY PRIVATE INDUSTRY.

AT THIS POINT, MR. CHAIRMEN, I WILL ADD THAT IT WOULD BE EXCESSIVE AND DIFFICULT TO ESTABLISH MANDATORY REQUIREMENTS OF ANY TYPE INVOLVING THE SHORESIDE PRESENTATION OF GARBAGE BY SHIPS UPON THEIR ARRIVAL IN PORT; AND THAT SUCH REQUIREMENTS WOULD BE VIRTUALLY UNENFORCEABLE. IT IS ESSENTIAL THAT THE IMPLEMENTING LEGISLATION FOR ANNEX V PROVIDE THE FLEXIBILITY NECESSARY FOR



ENFORCEMENT AND COMPLIANCE IN LIGHT OF THE WIDESPREAD INTERNATIONAL SUPPORT, FAVORABLE ENDORSEMENTS BY U.S. MERCHANT SHIPPING AND FISHING INDUSTRIES, AND WIDELY VARYING TYPES OF PORTS (FOR EXAMPLE, MARINAS, YACHT BASINS, SMALL FISHING VILLAGES) REQUIRING RECEPTION FACILITIES. FURTHERMORE, FROM OUR EXPERIENCE WITH ANNEXES I AND II OF MARPOL 73/78, WE ANTICIPATE MOST SHIP OPERATORS WILL ACT RESPONSIBLY WITHOUT OUR HAVING TO INITIATE ADDITIONAL REQUIREMENTS. AGAIN, THE VOLUNTARY INTERNATIONAL GUIDELINES WHICH WE ARE PREPARING WITH OTHER GOVERNMENTS AT IMO WILL DESCRIBE ADDITIONAL MEASURES TO ASSIST IN EFFECTIVE ENFORCEMENT OF THE ANNEX. FOR EXAMPLE, ONE OF THE RECOMMENDATIONS WE ARE CONSIDERING IS THE ESTABLISHMENT OF A GARBAGE RECORD BOOK TO MAINTAIN AN ACCOUNTABILITY OF SHIP'S STORES AND SUPPLIES RECEIVED ONBOARD AND GARBAGE DISPOSED OF AT SEA OR ASHORE. BECAUSE THESE GUIDELINES WILL ALSO HAVE THE SUPPORT OF THE INTERNATIONAL COMMUNITY, WE CAN ANTICIPATE THEIR WIDESPREAD USEAGE.

IN SO FAR AS U.S. INTERNAL WATERS ARE CONCERNED, MR. CHAIRMEN, OUR LEGISLATIVE PROPOSAL APPLIES THE ANNEX V REQUIREMENTS TO ALL SHIPS IN THE NAVIGABLE WATERS OF THE UNITED STATES, REGARDLESS OF THEIR FLAG. EXCEPT FOR THE FEW EXCEPTIONS WHICH ANNEX V PROVIDES TO ITS DISPOSAL PROHIBITIONS (FOR EXAMPLE, DISPOSALS NECESSARY FOR THE SAFETY OF LIFE OR THE SHIP), THESE PROHIBITIONS EFFECTIVELY BAR THE DISCHARGE OF ANY FORM OF GARBAGE FROM SHIPS INTO THE NAVIGABLE WATERS. PENALTIES, FINES, AND IMPRISONMENT PROVIDED FOR UNDER SECTION 9 OF APPS MAY BE IMPOSED WHERE APPROPRIATE FOR VIOLATIONS OF THESE PROHIBITIONS.

AS TO THE COVERAGE OF PUBLIC VESSELS, OUR PROPOSAL DOES NOT ALTER THE APPROACH CURRENTLY TAKEN IN SECTION 3(d) OF APPS. UNDER THAT PROVISION, THE HEADS OF THE RESPECTIVE FEDERAL DEPARTMENTS AND AGENCIES ARE DIRECTED TO

PRESCRIBE STANDARDS FOR PUBLIC VESSELS WHICH SHALL ENSURE, SO FAR AS IS REASONABLE AND PRACTICABLE WITHOUT IMPAIRING THEIR OPERATIONS OR OPERATIONAL CAPABILITIES, THAT THEY ACT IN A MANNER CONSISTENT WITH MARPOL 73/78 (WHICH WOULD INCLUDE ANNEX V WHEN IT ENTERS INTO FORCE).

IN CLOSING, MR. CHAIRMEN, I WANT TO EMPHASIZE THAT THE COAST GUARD, BEING A SEAGOING SERVICE WITH LAW ENFORCEMENT RESPONSIBILITIES, IS ESPECIALLY AWARE OF THE DIFFICULTIES OF ENFORCEMENT OF THE ANNEX V PROVISIONS AT SEA, PARTICULARLY THE DETECTION OF VIOLATIONS REGARDLESS OF WHICH ENFORCEMENT REGIME APPLIES. ENFORCEMENT OF THESE OR ANY GARBAGE DISPOSAL STATUTES FOR THE MARINE ENVIRONMENT WILL NOT BE EASY. HOWEVER, THE APPROACH BEING SOUGHT BY THIS ADMINISTRATION OFFERS THE BEST OPPORTUNITY AND FLEXIBILITY TO FACILITATE ESSENTIAL INTERNATIONAL COOPERATION IN THIS WORTHWHILE ENDEAVOR. THIS COOPERATION WILL NOT BE LIMITED TO ESTABLISHMENT AND APPLICATION OF THE NECESSARY LEGAL AUTHORITY, BUT WILL INCLUDE AN ONGOING COMMITMENT TO EDUCATE SEAFARERS AND THE PUBLIC WORLDWIDE AS TO THE SEVERE CONSEQUENCES FROM PLASTIC POLLUTION IN THE MARINE ENVIRONMENT.

AS I NOTED, WE HAVE A GREAT DEAL OF EXPERIENCE OF EFFECTIVE CONTROL UNDER ANNEX I OF MARPOL 73/78 AND SOME UNDER ANNEX II FROM WHICH WE CAN EXPECT ENFORCEMENT OF THE ANNEX V PROVISIONS TO ALSO BE VIGOROUSLY PURSUED BY THOSE NATIONS WHICH ARE PARTIES TO ANNEX V. I AM CONVINCED A GLOBAL EFFORT COORDINATED WITHIN THE FRAMEWORK OF THE MARPOL 73/78 REGIME WILL SUCCEED IN REDUCING THE QUANTITY OF MARINE DEBRIS IN THE OCEANS.

AGAIN, I ASK YOUR SUPPORT FOR EARLY RATIFICATION AND PASSAGE OF THE  
LEGISLATION WE HAVE PREPARED TO IMPLEMENT THE PROVISIONS OF ANNEX V OF MARPOL  
73/78. WE WILL BE PLEASED TO WORK WITH YOUR SUBCOMMITTEES ON SUGGESTED  
IMPLEMENTING LANGUAGE OR OTHER MATTERS RELATED TO ANNEX V.

THANK YOU, MR. CHAIRMEN. I WOULD BE PLEASED TO ANSWER ANY QUESTIONS YOU  
OR MEMBERS OF THE SUBCOMMITTEES MAY WISH TO ASK.